



TECHNICAL MEMO 1004E-4

DATE: February 4, 2016

TO: Don Helling
Huitt-Zollars, Inc.

FROM: Glenn Hartmann, Principal Investigator

RE: Cultural Resource Assessment for the Foothills Trail Project, King and Pierce County, Washington

The attached short report form constitutes our final report for the above referenced project. Investigations resulted in the recordation of concrete piers and footings associated with the historic Buckley Bridge or SR 410 Bridge over the White River (45KI01263), and the inventory of the Boise Creek Bridge over Boise Creek. No further archaeological investigations are recommended. Please contact the office should you have any questions about our findings and/or recommendations.

CULTURAL RESOURCES REPORT COVER SHEET

Author(s): Glenn Hartmann, Katherine Kelly, and Sonja Kassa

Title of Report: Cultural Resource Assessment for the Foothills Trail Project, King and Pierce County, Washington

Date of Report: September 9, 2010, revised February 4, 2016

Counties: King & Pierce Sections: 34 & 35 Township: 20 N Range: 06 E

Quad: Buckley, WA (1997) Acres: < 2

PDF of report submitted (REQUIRED) ☒ Yes

Historic Property Inventory Forms to be Approved Online? ☒ Yes ☐ No

Archaeological Site(s)/Isolate(s) Found or Amended? ☒ Yes ☐ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☐ Yes ☒ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

Were Human Remains Found? ☐ Yes DAHP Case # ☒ No

DAHP Archaeological Site #:

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

Management Summary

This report describes the cultural resources assessment for the Foothills Trail Project in King and Pierce County between the cities of Enumclaw and Buckley, Washington. Huitt Zollars, Inc., requested a requested a cultural resources assessment prior to ground disturbing activities associated with the construction of a new paved foot and bicycle trail connecting sections of the existing Foothills Trail. This assessment was developed to identify any previously recorded archaeological or historic sites in the project location and to evaluate the potential for the project to affect cultural resources. Background research and field investigations conducted by Cultural Resource Consultants, Inc. resulted in the recordation of concrete piers and footings associated with the historic Buckley Bridge or SR 410 Bridge over the White River (45KI01263), and the inventory of the Boise Creek Bridge over Boise Creek. Investigation did not result in the identification of any previously unrecorded precontact archaeological sites. No additional cultural resource investigations are recommended.

1. Administrative Data

Report Title: Cultural Resource Assessment for the Foothills Trail Project, King and Pierce County, Washington

Authors: Glenn D. Hartmann, Katherine Kelly, and Sonja Kassa

Report Date: September 9, 2010, revised February 4, 2016

Location: This 1.5 mile-long trail segment will follow an abandoned railroad bed located south of the City of Enumclaw, along Highway 410 in King County and Pierce County, Washington (Figure 1).

Legal Description: The project is located in Sections 34 & 35, Township 20 North, Range 06 E, Willamette Meridian.

USGS 7.5' Topographic Map(s): Buckley (1997) 7.5' quadrangle.

Total Area Involved: less than 2 acres.

Objective (Research Design): CRC conducted a cultural resources assessment to identify any previously unrecorded pre-contact or historic-period archaeological sites or historic properties that might be present within the defined area of potential effects (APE). Assessment consisted of review of the project area, related reports, and other information, in order to estimate the potential for as-yet unidentified archaeological deposits. CRC also contacted cultural resources specialists at the Muckleshoot Tribe to inquire about project-related cultural information or concerns (Attachment A). At the time this assessment was completed, no response indicating any areas of concern had been received; however, if new information is provided, it would be incorporated into a revision of this document. Archaeological investigation was conducted to identify any previously unrecorded pre-contact or historic-period archaeological sites that might be present. This assessment and monitoring protocol utilized a research design that considered previous studies, the magnitude and nature of the undertaking, the nature and extent of potential

effects on historic properties, and the likely nature and location of historic properties within the project vicinity, as well as other applicable laws, standards, and guidelines (per 36CFR800.4 (b)(1)) (DAHP 2015a).

Project Information: The King County Facilities Management Division plans to expand its Foothills Trail project near Enumclaw, Washington. A new 12 foot-wide, 1.5 mile-long trail segment would extend the existing trail and would be built upon abandoned railroad bed and road alignment that is parallel to Highway 410 south of the city. A Tacoma Water pipeline has been constructed above- and below-ground, parallel to the west side of the study corridor. The new segment will start at the terminus of the Enumclaw Foothills Trail at 252nd Ave SE and will cross 252nd Ave SE and continue along the railroad bed, cross the Boise Creek Arch Bridge, parallel SE Mud Mountain Road or deviate onto the Nagel property northwest of SE Mud Mountain Road, turn south along the old SR 410 road alignment across the White River, to connect with the existing Foothill Trail north of Buckley (see Figure 1). The corridor is mostly forested, with thick undergrowth of nonnative vegetation or with the existing railroad grade. At the time the December 2015 fieldwork took place no final construction plans or alignment had been agreed upon for the additional project area.

2. Background Research

Consulted sources for this project included archaeological, historical, and ethnographic records on file at the Washington State Department of Archaeology and Historic Preservation (DAHP), and selected published local historic and ethnographic records.

Archival Sources Checked:

DAHP WISAARD	[x] DAHP site and survey files were reviewed in July 2010 and December 2015 (DAHP 2015b).
WA DNR	[x] The project area is mapped as Quaternary fragmental volcanic rocks and deposits (e.g., lahars) in the uplands and Quaternary alluvium along the White River corridor (WA DNR 2015).
USDA NRCS Web Soil Survey	[x] The project area is comprised of Buckley silt loam and Buckley gravelly silt loam, formed from volcanic mudflows at an elevation of 500 to 700 feet; Pilchuck fine sand formed from alluvium within flood plains; and Riverwash formed from alluvium in river drainages (USDA NRCS 2010, 2015).

Previously Recorded Cultural Resources Present: Yes [] No [x]

The DAHP WISAARD database indicates that four prehistoric sites—45KI65, 45KI69, 45KI70, and 45KI528 are within approximately one mile of the project area. None of these lithic sites would be impacted by the project. Site 45KI247H has been recorded as the southern abutment of

the historic White River Bridge (Roedel 2003; Soderberg 1979). This bridge was originally a railroad trestle accommodating the Northern Pacific rail line. In 1982, this bridge was determined eligible for the Washington State Register and National Historic Register; however, later during this year the bridge was removed. In 2003, archaeologists recorded the southern bridge abutment and determined it was not likely to be significant. Numerous inventoried historic properties are located adjacent to the trail alignment, the majority of which are single-family residences with the exception of the Boise Street Grocery, west of Highway 410 at SE 468th Street and 244th Ave SE. It is not anticipated that these properties will be affected by the project.

3. Environmental and Cultural Context

Numerous cultural resource investigations have been conducted in the vicinity on the Enumclaw Plateau. Nearby studies such as cultural resource assessments by Forsman and Larson (2003), Gillis (2007), Kent and McCroskey (2007), LeTourneau (2010), and Roedel et al. (2003) and surveys (e.g. Hedlund 1973, 1983; Larson 1986) provide additional contextual information.

Geomorphological Context: The northern portion of the project is located on the Enumclaw Plateau. In the uplands, a thin organic layer covers the Osceola mudflow layer (ca. 5,700 years BP) that is underlain by glacial till left by the receding Vashon glacier (ca. 15,000 years BP). The southern portion of the project is located within the White River corridor, which is characterized by reworked unconsolidated or semi-consolidated alluvial clay, silt, sand, gravel, and cobble deposits originating from glacial till, lahars, and/or colluvial/landslide deposits. This area is located within the 100-year floodplain of the White River. Prior to 1906, the White River flowed to its confluence with the Green River at present-day Auburn. In 1906, a debris flow diverted the river south to its present location within the former Stuck River channel. Historical map data compiled by Roedel et al. (2003:7) has demonstrated that the White River and Boise Creek have actively re-channelized within the White River valley over time:

The data demonstrate that the north bank of the contemporary White River is between approximately 350 feet (107 meters) and 1,350 feet (411 meters) south of its location in 1908, and that Boise Creek moved approximately 1,000 feet (305 meters) east between 1877 and 1908. Data also demonstrate that the secondary channel of the White River moved north into the southern portion of the White River Crossing project [directly south of the project area] area between 1877 and 1908.

Alterations to the natural flow of the White River and Boise Creek include the construction of a dam approximately one river mile (1.6 kilometers) upstream from the White River Crossing project area that diverts water into Lake Tapps, construction of Mud Mountain Dam in 1948, which limits flooding of the White River, and channelization of Boise Creek in 1924 (City of Tacoma, Department of Public Utilities, Water Division 1924; United States Army Corps of Engineers 2003; Williams et al. 1975). These changes have limited the dynamic movement of the White River and Boise Creek.

Vegetation: The prairie ecosystem may have been maintained by precontact cultural activity (Hedlund 1973, 1983, Lewarch et al 2000a; Norton 1979). For a thorough discussion of the prairie ecosystem and vegetation patterns, see Murphy et al. (2000a).

Cultural Context: The project area is within the traditional territory of the Upper White River people (*sbalxqo" abc*) and their neighbors, the *Skopamish* or the Green River people, ancestral bands of the contemporary Muckleshoot Indian Tribe (Ballard 1929; Ballard 1951; Lane 1973; Smith 1940; Waterman 2001). The *sbalxqo" abc* and *Skopamish* used the prairie for short-term camping, hunting, plant gathering, and, following the advent of horses to the region, for horse pasturage and races. Winter villages were located on the eastern shores of Puget Sound; people travelled to the prairies seasonally, living in temporary camps (Murphy et al. 2000a). The nearest village site recorded in local ethnographies was located at the mouth of Boise Creek (Waterman 2001). However, the location of Boise Creek has altered over time and was relocated within the past decade for restoration purposes.

Historic Context: Two early roads near the project, the Naches Pass Road and the road from Boise Creek to Porters Prairie, are illustrated on the General Land Office Map (GLO), which also depicts the original channel of Boise Creek (Figure 2). The city of Enumclaw was founded in 1885 when the Northern Pacific Railroad constructed its transcontinental line across the Enumclaw Plateau (Andrews 1998) (Figures 3 and 4). The area grew as an agricultural center in the late 1890s. The railroad subsequently constructed a cutoff between Palmer and Auburn (Sprau 2002); however the Northern Pacific continued to operate a line through Buckley. The "original" rail line that encompassed the track between Enumclaw and Buckley, including the northwestern portion of the study area (2010 CRC study area), was rendered inoperable in 1972 after which the White River Bridge was removed. Subsequently, the tracks along this route were removed between Enumclaw and Orting creating significant alterations to the northwestern part of the project area (NETR 2015; Sprau 2002).

Historic aerial imagery shows that the White River corridor has undergone substantial human and natural modifications since 1936 (NETR 2015). The southern portion (2015 CRC study area) of the trail is located within the old alignment of SR 410, which paralleled the railroad line to the east prior to the relocation of the highway in the mid-1900s when the new SR 410 Bridge was built in 1949 (WSDOT 2015). The old SR 410 highway and bridge over the White River were removed sometime between 1949 and 1955. After the removal of the old SR 410 Bridge or Buckley Bridge, the areas south of SE Mud Mountain Road appear to have reverted to their natural state with the old road corridor faintly visible in imagery by 1968. The landform south of SE Mud Mountain Road was an active side channel of the White River that nearly abutted the road. This side channel appears to have been abandoned in the early 1990s and landform appears to have stabilized. The landform along the southern bank of the White River appears to have stabilized between the 1930s and the 1950s.

The trail alignment may also cross the Nagel property. The Nagel home was built in 1934 and is inventoried on DAHP WISAARD. This single-family home will not be physically impacted by the proposed project. However, an option of the proposed alignment may remove the existing tennis court east of the home. No built dates are available for this court.

4. Archaeological Expectations

Archaeological Predictive Model: The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown archaeological sites are more likely to be found. The model correlates locations of known archaeological to environmental data “to determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site (Kauhi and Markert 2009:2-3). Environmental data categories included in the model are elevation, slope, aspect, distance to water, geology, soils, and landforms. According to the model, the project location is ranked as having a high potential to contain archaeological sites.

Archaeological Expectations: Based on historic and environmental contexts, potential archaeological site types in the study area include resource procurement sites, lithic manufacturing sites, trails, and short duration occupation sites. Such sites are likely to be located upland from the White River corridor where channel movement and flooding has significantly altered the banks and floodplain areas. It is also unlikely that the village site noted by Waterman (2001) is located within the immediate project vicinity based on the data collected by Roedel et al. (2003) regarding the dynamic movement of the White River and Boise Creek. Historic archaeological site types such as evidence for farming, logging operations, and trails are also possible; however, the probability that the study area contains intact subsurface cultural deposits is considered to be low. The trail extension would be built upon an abandoned railroad grade, along the old SR 410 road alignment, and parallel to SE Mud Mountain Road; the initial construction and subsequent decommissioning of the road and railroad likely involved considerable ground disturbance (see review in Attachment B). Moreover, there is considerable evidence of landscape alteration in the channelization of Boise Creek (Figures 2-4) and the installation of the Tacoma Water pipeline to the immediate west of the project corridor. These land modifications, combined with the construction and demolition of the rail line, likely would have had serious impacts on archaeological resources that may have been present. It is expected that historical structures associated with Buckley Bridge and the Boise Creek Arch Bridge will be present within the study area.

5. Fieldwork

Date of Survey: July 8, 2010

Weather and Surface Visibility: Warm and sunny weather conditions. Low-growing vegetation obscured ground surface visibility over much of the project area; however, the running path on the existing railroad grade afforded consistent visibility of about 15 percent of the surface along the abandoned roadway (Figures 5 and 6). Drainage crossing afforded limited exposures of subsurface deposits (Figure 7).

Total Area Examined: The entire project area (1.1 miles).

Areas not examined: None.

The entire trail extension area was walked north and south by Glenn Hartmann. Ballast from the railroad grade was readily apparent, as were indentations from the removed ties. Attempts at excavating shovel probes in the gravelly matrix were thwarted by numerous cobbles and the very compact nature fill.

Date of Survey: December 16, 2015

Weather and Surface Visibility: Weather conditions were cool (approximately 40 degrees and sunny). Surface conditions and mineral soil visibility varied throughout the project; however, evidence of ground disturbance was visible at all locations. Observed conditions ranged from dense nonnative vegetation, recently cleared and graded surfaces, paved or hard armored roads, and railroad grade.

Total Area Examined: The entire project area (0.4 miles) (Figure 8).

Areas not examined: None.

Fieldwork conducted by: Sonja Kassa and Zach Allen. Notes are on file with CRC.

Fieldwork consisted of surface survey and subsurface testing via hand excavated shovel test probes (STPs). Prior to subsurface testing, the archaeologists conducted a pedestrian survey of the project in an effort to understand the current condition and gauge the potential for as yet unknown archaeology within the project boundary. The proposed trail configuration generally follows the historic railroad grade in the north before deviating along the historic SR 410 alignment, at which point it crosses both Boise Creek and the White River before connecting with the existing Foothill Trail on the south bank of the White River. A historic cast in place reinforced concrete arch bridge (ca.1915) referred to as the Boise Creek Arch Bridge spans Boise Creek (Figure 9). This bridge was documented via a historic property inventory form and details can be found therein (Attachment C). While the entirety of the historic White River Bridge or Buckley Bridge is no longer is present, three concrete block piers remain (Figures 10 and 11). One is located on the northern riverbank of King County and two are located on the southern riverbank of Pierce County. Also associated with the bridge, are numerous buried concrete footings on the north bank between the White River and SE Mud Mountain Road, some of which have been recently excavated and are scattered on the ground surface (Figure 12 and 13). This bridge, built ca. 1914 according to copies of the original blueprints, was removed during the mid-1900s when the alignment of SR 410 was relocated to its present location. These piers and associated infrastructure were documented as a historic bridge site (45KI01263). The site form is attached below detailing the nature of this site (Attachment D).

A total of seven STPs was excavated to observe subsurface conditions (Figure 14; Table 1). The probes were manually excavated with a shovel and all sediments were passed through 1/4-inch hardware mesh to screen for artifacts. The probes were 30 – 40 centimeters in diameter and reached depths ranging from 39 to 115 centimeters below surface. Sediments in the probes were consistent with the locally mapped soil units that had been disturbed during bridge demolition.

All probes were negative for archaeological material. Probes were backfilled following documentation.

The terrain of this trail alignment varied between a wide gently sloping river valley in the south to moderately steep-to-steep hills, across the deeply incised Boise Creek, before terminating within the artificially leveled railroad grade. On the northern bank of the White River below SE Mud Mountain Road, the trail alignment within the old road alignment adjacent to the east bank of Boise Creek had been largely cleared for recent geotechnical testing and test pits were observed. Boise Creek had been recently realigned during a King County Parks project. Due to recent disturbance, large swaths of mineral soil exposures were present and available for examination (Figure 15). Within this floodplain, five STPs were excavated (Figures 16 – 20). Subsurface sediments were consistent with mapped soils and ranged from river wash to alluvium to sand. Testing to depths of 115 centimeters below surface revealed concrete, asphalt, and glass fragments intermixed with native soils, indicating prior disturbance. No intact deposits were observed. The alignment north of SE Mud Mountain Road and south of the Boise Creek bridge is not yet clearly defined and may follow three possible alignments: two are through the Nagel property and one follows the alignment of SE Mud Mountain Road. SE Mud Mountain Road has been down-cut into the surrounding landform, greatly reducing the possibility for intact archaeological deposits (Figure 21). Alignments through the Nagel property would follow either the existing hard armored roads cut into the hillside or within the graded lawn (Figure 22 and 23). STP #6 was excavated within the Nagel property outside of where existing infrastructure, geotechnical test pits, and buried utilities were present (Figure 24). The alignment from SE Mud Mountain Road that crosses Boise Creek Bridge and connects with the alignment surveyed by CRC in 2010 had been recently cleared and was characterized by steep, and graded slopes (Figures 25 and 26).

The southern section of the project between the southern terminus of the exiting Foothills Trail and the south bank of the White River varied considerably. The original design of the historic bridge was a trestle on either side of the White River over the river valley/floodplain. On the southern side, a paved road was present atop an imported fill berm that extended from the terminus of the Foothills trail to the southernmost pier (Figure 27). The area between the southernmost pier or Pier 3 and the center pier or Pier 2 consisted of a sand bar separated from the mainland by a relict side channel partially filled by high seasonal water. This sand bar is a recent landform that begins to appear on historic maps between the 1930s and 1950s. Historically, the river was wider, extended as far south as Pier 3. Presently, this bar is covered with very dense riparian vegetation and Himalayan blackberry (Figure 28). STP #7 was excavated here and matched sediments observed on the northern bank of the river (Figure 29).

6. Results

Cultural Resources Identified: No precontact archaeology was identified during background research or field investigations. Two historic era structures or structural relics were identified: 1) the Boise Creek Arch Bridge built ca. 1915, and 2) the structural remnants of the historic Buckley Bridge is also referred to as ‘Bridge No. 34206 “A” – Over White River near Buckley’

built ca. 1914. The associated historic property inventory form and archaeological site form are attached respectively.

Project Conclusions, Findings and Recommendations: Assessment included background review of environmental, precontact, ethnographic, and historic sources, and a pedestrian survey and subsurface testing of the project area. Based on the results of background research and field reconnaissance, the depositional context of the project area and previous impacts, the probability that buried intact archaeological resources exist in the project area is considered to be low. No evidence of prehistoric archaeological deposits was found; however, opportunities to discover prehistoric archaeological remains were limited by the nature of the project area (compact rail line ballast) and previous disturbance from construction and demolition in the area survey in 2010. Investigations in 2015 also concluded that the likelihood for significant (i.e. intact) precontact archaeology was limited by historic and modern ground disturbance observed during surface and subsurface survey.

Currently, there are no concrete plans regarding how the proposed Foothills bridge crossing will affect the Buckley Bridge site. Options discussed included constructing the new bridge over and bypassing these piers or building atop the piers, which would result in the need to modify the top of the piers. All planned options will result in visual impacts to the site, while the latter option would include physical impacts. The Boise Creek Bridge will also be visually and physically (e.g., retrofitting) impacted by the trail improvements. Consequently, these resources were evaluated to determine if they met certain eligibility criteria for local, state, or national historic registers, such as the NRHP. Based on NRHP assessment criteria developed by the National Park Service (NPS), historical significance is conveyed by properties:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history [NPS 2002:2].

Boise Creek Arch Bridge – Although the bridge has some connection to the history of the early roadways in Washington, it is only somewhat associated with events that have made a significant contribution to the broad patterns of history. The bridge is also not associated with the lives of persons significant in the past. It is one of the many designs of Daniel Luten; however, it is not an exceptional example of his designs. Finally, the bridge has not yielded or may likely to yield information important to history.

Buckley Bridge Site - These piers and footing appear to have been common elements and styles employed in the construction of bridges during the early 1900s and the bridge appears to have been one of many associated with highway expansion. Additionally, little information could be obtained regarding the bridge engineer, C. W. Raynor, who appears to have participated in the

design of numerous bridges across the U.S. While elements of this site appear in generally good condition and within their original contexts, the Buckley Bridge site does not appear to meet the criteria for eligibility for the NRHP based on the limited available data.

No potentially significant historic period or precontact archaeological cultural resources were identified in the project area in the course of this assessment. CRC recommends a finding of “no historic properties affected” (36CFR800.4 (d)(1)) for the project. Further evaluative work is not recommended as necessary prior to commencement of the proposed project.

In the event that any ground-disturbing or other construction activities result in the inadvertent discovery of archaeological resources, work should be halted in the immediate area, and contact made with county officials, the technical staff at DAHP, and tribal representatives. A protocol for inadvertent discoveries is provided in Attachment E. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should immediately be halted in the discovery area, the remains covered and secured against further disturbance, and communication established with county administrative and law enforcement personnel, DAHP, and authorized tribal representatives.

No historic properties affected	<input checked="" type="checkbox"/>	
Historic properties affected	<input type="checkbox"/>	
No adverse effect to historic properties	<input type="checkbox"/>	
Adverse effect to historic properties	<input type="checkbox"/>	

Attachments:

Figures	<input checked="" type="checkbox"/>	
Photographs	<input checked="" type="checkbox"/>	
Other	<input checked="" type="checkbox"/>	Proposed inadvertent discovery plan; project related correspondence; historic structure and archaeological site forms.

7. Limitations of this Assessment

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or traditional cultural properties to be associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature, and information identified in this report, and on our field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which CRC is not aware and has not had the opportunity to evaluate.

8. References

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9. Figures and Tables

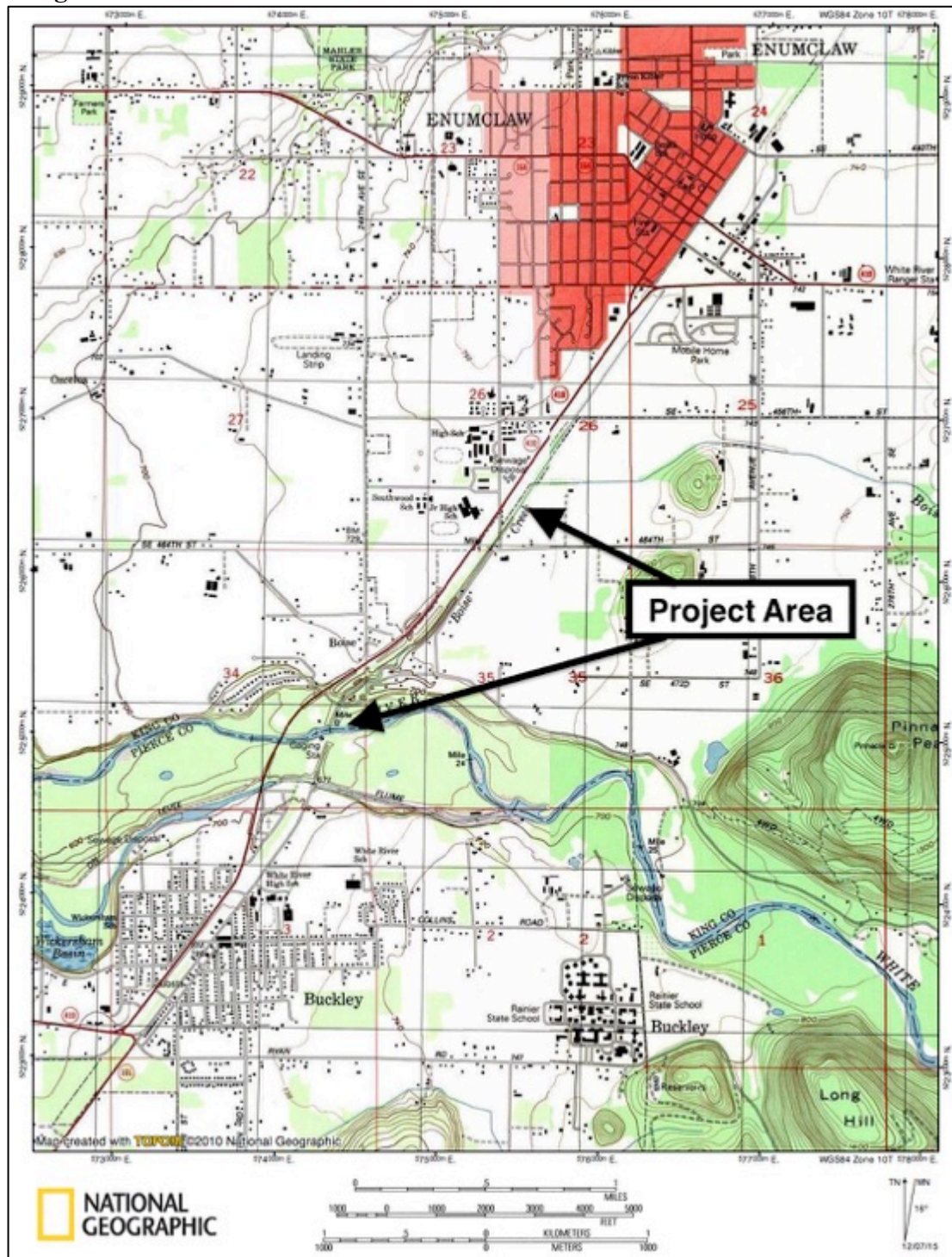


Figure 1. Portion of the Buckley (1997) 7.5' USGS quadrangles showing project location



Figure 2. General Land Office map superimposed on contemporary USGS mapping showing the original streambed of Boise Creek (Source: WISAARD database).

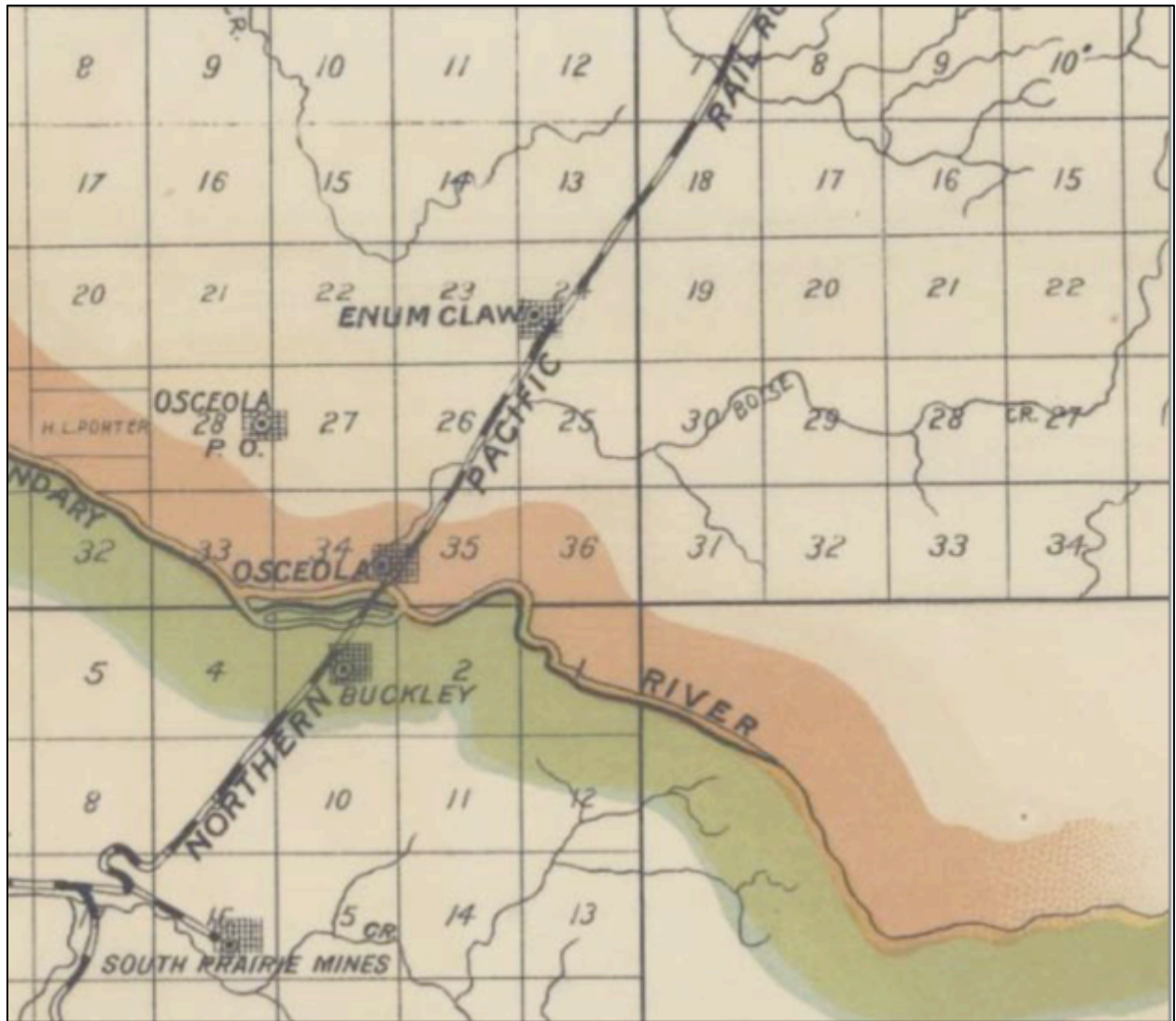


Figure 3. Portion of the 1889-1900 map of Pierce, Thurston, Kitsap, Mason, and King counties, showing the location of the Northern Pacific Railroad line (University of Washington Libraries Map Collection).

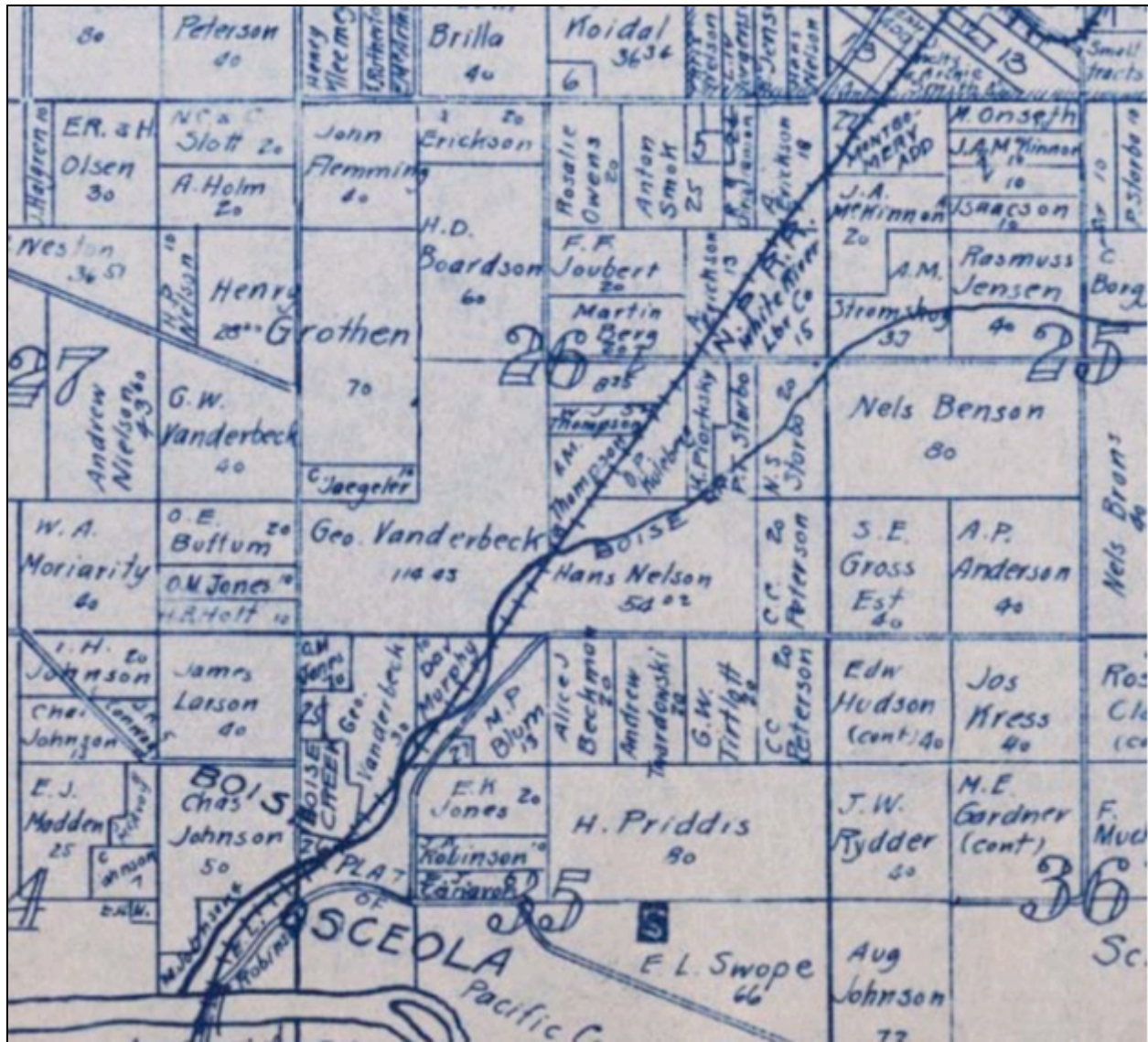


Figure 4. Portion of the 1915 Kroll's Atlas of King County showing the railroad line and original channel of Boise Creek.



Figure 5. Northern terminus of the project area facing south (Fieldwork conducted July 2010).



Figure 6. The running trail atop the railroad grade provided some opportunity to observe surface sediments (Fieldwork conducted July 2010).



Figure 7. Railroad ballast and subsurface sediments were exposed in drainage features (Fieldwork conducted July 2010).

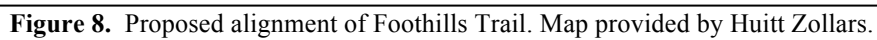




Figure 9. Boise Creek Arch Bridge built ca. 1915.

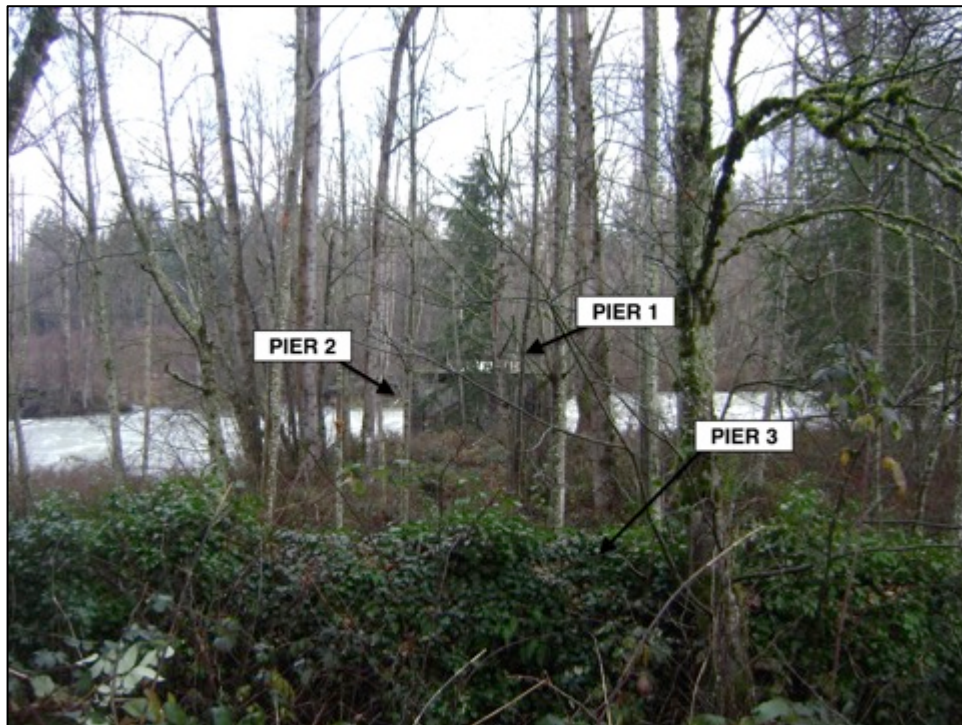


Figure 10. Overview of the three historic SR 410 bridge piers, view is to the north.



Figure 11. Representative photograph of the observed piers (Pier 1) located on the north bank of the White River in King County, view is to the east.



Figure 12. Subsurface concrete footing presumably in its original location.



Figure 13. Removed concrete footings.



Figure 14. Google Earth (2015) imagery of the project area depicted with the location of shovel test probes (STPs).



Figure 15. Overview of recent grading and mineral soil exposures between the north bank of the White River and SE Mud Mountain Road.



Figure 16. Photograph of STP#1.



Figure 17. Photograph of STP#2.



Figure 18. Photograph of STP#3.



Figure 19. Photograph of STP#4.



Figure 20. Photograph of STP#5.



Figure 21. Overview of SE Mud Mountain Road.



Figure 22. Overview of the possible alignment of the proposed trail within an existing hard armored road cut.



Figure 23. Overview of the possible location of the proposed trail alignment within the Nagel property.



Figure 24. Photograph of STP #6.



Figure 25. Overview of the proposed trail location across Boise Creek Bridge, view is to the south.



Figure 26. Overview of the proposed trail location across Boise Creek Bridge, view is to the north.



Figure 27. Overview of the southern extension of the proposed trail.



Figure 28. Overview of typical conditions observed in the southern portion of the project area.



Figure 29. Photograph of STP#7.

Table 1. Summary table of STPs excavated within the proposed trail alignment.

Probe #	Probe Location (WGS84 Zone 10 UTM coordinates, +/- 5 meters)	Stratigraphic Description (depths are centimeters below surface [cmbs])	Archaeological Materials Found
1	0574342 E 5225067 N	0-56: Dark brown sandy loam with small to large sub-rounded cobbles and gravels / white ceramic fragments, glass, nails, and asphalt fragments Terminate @ 56 due to large cobbles	None.
2	0574364 E 5225088 N	0-39: Dark brown sandy silt with small to large sub-rounded cobbles and gravels / nail and glass fragments Terminate @ 39 due to buried asphalt layer	None.
3	0574362 E 5225104 N	0-82: Dark brown loose sandy loam / glass fragments and charcoal 82-115: Grey fine sand with oxidization / glass and asphalt fragments throughout	None.
4	0574367 E 5225128 N	0-83: Dark brown loose sandy loam / asphalt fragments and coal 83-114: Semi-compact grey fine sand	None.
5	0574385 E 5225158 N	0-18: Grey loose fine sand with gravels / concrete and asphalt fragments / decaying wood 18-115: Light grey sand with gravels / concrete chunks throughout	None.
6	0574516 E 5225265 N	0-29: Medium brown sandy loam (top soil?) 29-106: Light brown medium coarse sandy silt	None.
7	0574328 E 5224990 N	0-47: Dark brown sandy loam with gravels / concrete and asphalt fragments Terminate @ 47 due to a solid concrete layer	None.

Attachment A. Correspondence between CRC and the Muckleshoot Tribe.



July 29, 2010

Muckleshoot Tribe
Laura Murphy
39015 172nd Ave SE
Auburn, WA 98092

Re: Cultural Resources Assessment for the Foothills Trail Project, Enumclaw, King County, WA

Dear Laura:

I am writing to inform you of a cultural resources assessment for the above referenced project. Cultural Resource Consultants, Inc. (CRC) is conducting this assessment at the request of Huitt Zollars. The project is located in Section 35, Township 20 North, Range 6 E Willamette Meridian, near Enumclaw, King County, Washington.

Huitt-Zollars is requesting a this assessment for the Foothills Trail, Site 2 project in Enumclaw. This 1.1 mile-long trail segment will follow an abandoned railroad bed located just outside of the City of Enumclaw, along Highway 410. The trail will start at the terminus of the Enumclaw Foothills trail at 252nd Ave SE and will cross 252nd Ave SE and continue along the railroad bed to its terminus 1.1 mile later.

CRC is in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation (DAHP), review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,



Glenn D. Hartmann
President/Principal Investigator

PO BOX 10668, BAINBRIDGE ISLAND, WA 98110
PHONE 206.855.9020 - info@crcwa.com



Cultural Resource Consultants, Inc.

December 7, 2015

Muckleshoot Indian Tribe
Laura Murphy, Archaeologist/Cultural Resources
39015 172nd Ave SE
Auburn, WA 98092

Re: Cultural Resources Assessment for the Foothills Trail Project, King County, WA

Dear Laura:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. The project is located in Section 20, Township 20 North, Range 04 East Willamette Meridian near Enumclaw in King County, Washington. Huitt-Zollars, on behalf of King County, is requesting an updated cultural resources assessment prior to continued development of the Foothills Trail. The trail route will cross the Boise Creek Arch Bridge, parallel SE Mud Mountain Road, and cross over the White River to Buckley.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Glenn D. Hartmann
President/Principal Investigator

PO Box 10668, BAINBRIDGE ISLAND, WA 98110
PHONE 206.855.9020 - info@crcwa.com

Attachment B. A Summary of the Initial Results of Road Construction Research.

TECHNICAL MEMORANDUM

TO: CRC Files

FROM: Katherine M. Kelly

RE: A Summary of the Initial Results of Road Construction Research

DATE: February 14, 2013

Road construction requires that the right-of-way or construction area be cleared of all organic material (Scheiss and Whitaker 1986:196). Trees are felled, bushes and shrubs are cut, and other vegetation is cleared one to three meters from the planned road cut edges (Figure 1). Because organic material decomposes unevenly, which leads to road failure, all the organic overburden (e.g., topsoil, organic debris, stumps) is removed, leaving the mineral soils exposed. This is referred to as *grubbing*. In some cases, pioneer roads are constructed, offset from the main road, to facilitate movement of construction equipment and delivery of construction materials.

Roads are often built at the sides of slopes or along corridors of uneven planes. In these cases, the downslope portion of the road prism may be built on a variety of cleared and grubbed subgrades, which may also include the pioneer or construction road. In all cases, no matter the environmental conditions, building the road corridor involves the removal of all organic overburden, into mineral soils, and a degree of cut and fill construction, with an end goal of creating a uniform subgrade to reduce the potential of road failure. Fill material may consist of imported materials, side cast mineral soils, or mineral soils excavated from upslope road cuts; side cast materials are considered less desirable than other fill sources. In cases of extreme slopes, a catch wall may be constructed downslope to reduce the necessary fill slope length and provide slope stability (Scheiss and Whitaker 1986:203). Once the road base has been cleared, grubbed, and the surface has been graded, leveled, and compacted, the road prism is constructed by layering and compacting road material (e.g., aggregate, sands, and/or gravels) on the prepared subgrade. Figure 3 provides an example of the relationship between road crown and total road prism, defined by WSDOT as the area between the “toe of one fill material slope to the other toe of fill” (WSDOT 2008:1). Road prisms extend past the visible road crown (the paved surface and shoulders), and often include drainage systems and utility corridors (Figure 2).

The specifics of road design in Washington State are mandated in local and state ordinances. Between 1970 and 1981, road construction was guided by WSDOT’s set of standard specifications that governed roadway construction by local agencies using state or federal funds and a set of standard specifications for municipal public works construction produced by the Washington State Chapter of the American Public Works Association (APWA). In 1984, the two publications were combined into one document; the standard specification guidelines are updated regularly (WSDOT 2012). A review of historic photos in the University of Washington’s Digital Collection indicates that the construction principles outlined above were practiced at least as early as the late 1800s. Examples of road construction practices and finished surfaces are included (Figures 3 – 14).

References

- American Public Works Association - Washington State Chapter
2013 *History*. Electronic resource, www.apwa-wa.org, accessed February 2013.
- Michaelsen, T., R. Heinrich, and T. A. Frisk-Smith
1998 *Watershed Management Field Manual*. Conservation Guide No. 13. Food and Agriculture Organization of the United Nations, Rome.
- Schiess, P., and C. A. Whitaker
1986 *Road Design and Construction In Sensitive Watersheds*. Prepared by Forest Engineering, University of Seattle, and Crown-Zellerbach, Longview for Forest Conservation Branch, Forest Resources Division, Forestry Department. Food and Agriculture Organization of the United Nations, Rome.
- University of Washington
2013 *Digital Collections*. Electronic resource, <http://content.lib.washington.edu>, accessed February 2013.
- Washington State Department of Transportation
2008 *WSDOT Guidance for Delineating Wetlands, Streams, and Buffers Adjacent to Roads and Road Prisms* [as updated 4/16/08]. Electronic resource, http://www.wsdot.wa.gov/NR/rdonlyres/42B1B766-B1A0-451E-B26C-5036F2175B58/0/Wet_GuideBuffersAdjRoads.pdf, accessed February 2013.
2012 *Standard Specifications for Road, Bridge, and Municipal Construction*. MS – 41 -10. Electronic resource, www.wsdot.wa.gov/Publications/Manuals/M41-10.htm, accessed February 2013.

A Summary of the Initial Results of Road Construction Research
February 14, 2013

Illustrations

Terms used in discussion.

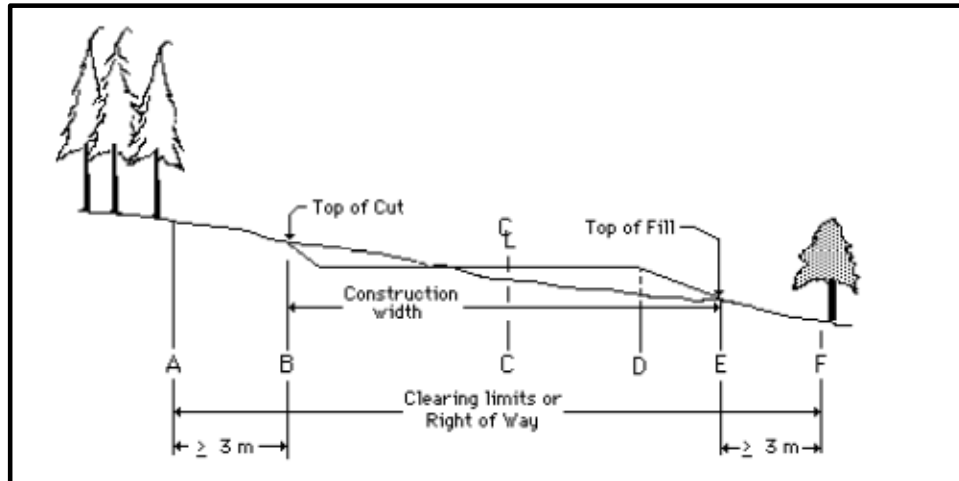


Figure 1. Diagram illustrating construction width, clearing limits, right-of-way, cut and fill (Scheiss and Whitaker 1986:Figure 105).

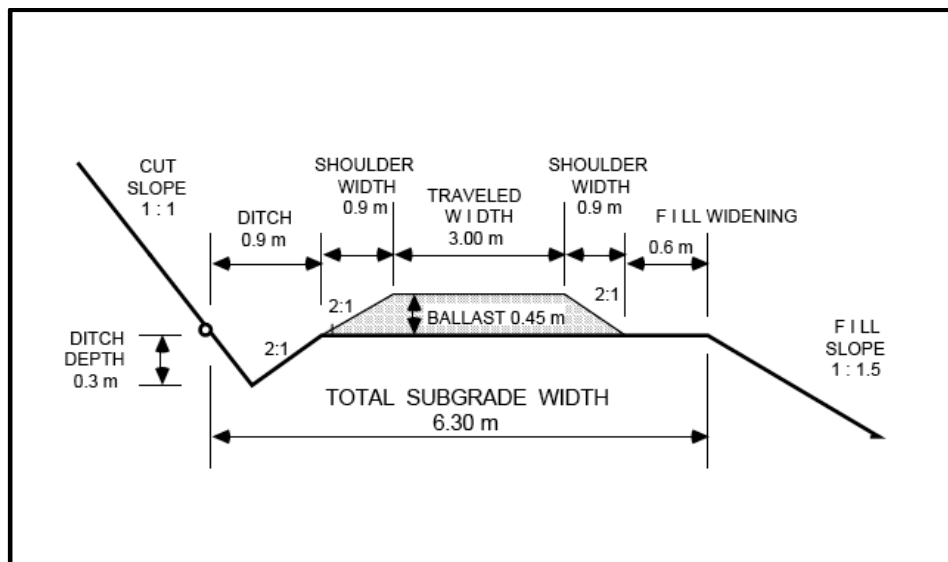


Figure 2. Diagram illustrating common relationships between subgrade dimension, road width, ballast depth, ditch width, shoulder width and fill widening (Scheiss and Whitaker 1986:Figure 52).

A Summary of the Initial Results of Road Construction Research
February 14, 2013

Examples of road construction.



Figure 3. Road construction equipment, Hoquiam, Washington, ca. 1893. Nelson Bennett steam shovel used in supplying the fill for Hoquiam streets. Image source: UW Digital Collection.



Figure 4. Independent Asphalt Paving Co. steamrollers, July 8, 1906 (Seattle). Image source: UW Digital Collection.

A Summary of the Initial Results of Road Construction Research
February 14, 2013



Figure 5. Road work in Olympia, Washington, ca. 1910. Image source: UW Digital Collection.



Figure 6. Highway construction between North Puyallup and Sumner, Washington, 1913. Image source: UW Digital Collection.

A Summary of the Initial Results of Road Construction Research
February 14, 2013



Figure 7. Two men smoothing wet concrete on newly paved residential street, Seattle, ca. 1920s. Image source: UW Digital Collection.



Figure 8. Clearing land during freeway construction, Seattle, 1959. Image source: UW Digital Collection.

A Summary of the Initial Results of Road Construction Research
February 14, 2013

Examples of finished road surfaces.



Figure 9. Bicycle beside wagon road from Sumner to Buckley, April 21, 1896. Image source: UW Digital Collection. Note road grade elevation above forest floor.

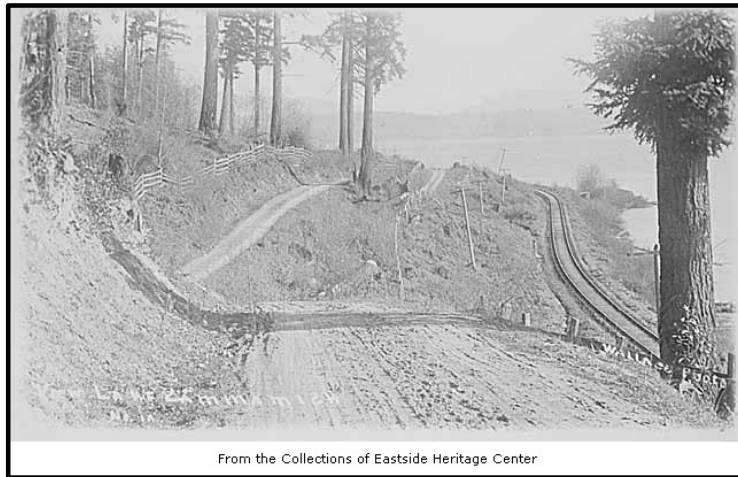


Figure 10. East Lake Sammamish Road near Adelaide, n.d. Image source: UW Digital Collection.

A Summary of the Initial Results of Road Construction Research
February 14, 2013



Figure 11. Undated photo of the intersection of Alder and Stanley Street (“looking west down Stanley”) Photo likely dates between 1900 and 1920. Image source: Granite Falls Museum.



Figure 12. Car stuck on muddy road, ca. 1927. Image source: UW Digital Collection.

A Summary of the Initial Results of Road Construction Research
February 14, 2013



Figure 13. Automobiles on a country road, ca. 1924. Image source: UW Digital Collection.



Figure 14. Bel Red Road at 124th Avenue NE, Bellevue, ca. 1958. Image source: UW Digital Collection.

A Summary of the Initial Results of Road Construction Research
February 14, 2013

Attachment C. Boise Creek Bridge Historic Property Inventory Form.



Historic Inventory Report

Location

Field Site No. _____ DAHP No. _____

Historic Name: Boise Creek Bridge

Common Name: Boise Creek Bridge

Property Address: SE Mud Mountain Rd, Enumclaw, WA 98022

Comments:

Tax No./Parcel No. _____

Plat/Block/Lot _____

Acreage _____

Supplemental Map(s) _____

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T20R06E	34			King	BUCKLEY

Coordinate Reference

Easting: 1263356

Northing: 676184

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Foothills Trail Boise Creek Bridge Date Recorded: 12/18/2015

Field Recorder: James McNett

Owner's Name: King County

Owner Address: 201 South Jackson Street Room 700

City: Seattle State: WA Zip: 98104

Classification: Structure

Resource Status: _____ Comments: _____

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Monday, January 04, 2016

Page 1 of 7



Historic Inventory Report

Description

Historic Use: Transportation - Road-Related (vehicular)

Current Use: Vacant/Not in Use

Plan: Rectangle

Stories: 1

Structural System: Concrete - Reinforced Concrete

Changes to Plan: Intact

Changes to Interior: Not Applicable

Changes to Original Cladding: Intact

Changes to Windows: Not Applicable

Changes to Other: Intact

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Art Deco

Concrete

None

Other

Foundation:

Form/Type:

Concrete - Poured

Bridge - Arch

Narrative

Study Unit

Other

Date of Construction: 1917 Built Date

Builder:

Engineer: Daniel Luten

Architect: None

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No



Historic Inventory Report

Statement of Significance:

The Boise Creek concrete arch bridge was once part of Washington State Route 410, now named the Chinook Highway and the Stephen Mather Memorial Parkway which runs 107 miles through three counties as it moves south east from Sumner, Washington to Naches, Washington. The first part of the road was a state wagon road that was built from King County to an area near Naches. Approved and built in 1897, it is one of the earliest state roads. After the first construction, the road was renamed regularly as numbering systems changed and as other roads were added to the system. By 1927, approximately ten years after the Boise Creek Bridge was constructed, all the sections were incorporated into a single road, US 410, which ran from Aberdeen, Washington to Lewiston, Idaho. In 1967 the highway was disbanded and the Tacoma to Naches segment once again reverted to SR 410. In the 1970s, SR 410 was relocated and straightened out northwest of the Boise Creek Bridge.

The site of the bridge, an area designated Boise on early Metsker maps, has had three different transportation and utility systems associated with it. The first was the Northern Pacific Railroad which completed its track (Poppleton 1995:10) over the mountains in 1885. The Northern Pacific provided the link between the east and Tacoma and also created a small boom that created the town of Enumclaw. The second transportation layer was the early road system that linked the Washington coast to Tacoma to the east. The last system was the original wood stave Tacoma Water pipeline No.1, built in 1910, that runs from the Green river, alongside the Northern Pacific in Enumclaw and on to the City of Tacoma. All three of these links are still in place.

The Boise Creek Bridge, which was once part of the early Washington road system, is being considered as a repurposed foot and traffic bridge for the new Foothill Trail extension. The reinforced concrete arch bridge is typical of many (Holstine 2005:15) built after the 1890s when reinforced concrete offered new design possibilities for engineers. Among the most well-known reinforced concrete bridge designers was Daniel Luten (1869-1946) who designed thousands of bridges (Luten 1898-1924) and held 30 patents. The drawings for the Boise Creek Bridge have "Luten Design" in the title block.

NRHP Consideration:

Regarding the NRHP criteria, the Boise Creek Bridge is not eligible for listing. Although the bridge has some relation to the history of the early roadways in Washington, it is only somewhat associated with events that have made a significant contribution to the broad patterns of our history and therefore doesn't satisfy Criteria A. The bridge is not associated with the lives of persons significant in our past and doesn't meet criteria B. The bridge is a lesser example of very many designs done by Daniel Luten, a noted reinforced concrete bridge designer, but is not an exceptional example of his work and does not qualify for Criteria C. Finally, the bridge has not yielded, or may be likely to yield, information important in prehistory or history in order to be eligible under Criteria D.



Historic Inventory Report

Description of Physical Appearance:

It is unclear how long this bridge has not been used. Unlike two large railroad trestle bridges and one through truss steel bridge across the nearby White River, the Boise Creek Bridge has managed to survive floods and time. The bridge is currently many feet below adjacent grade on both sides. The original bridge was constructed in ca 1915 and extant construction drawings show a sophisticated arch shape that has been truncated so the roadway crosses the creek at 60 degrees instead of the usual 90 degrees. A 4 ½ x 8 feet wide semi round cast in place enclosed culvert runs parallel to the creek and extends from both sides of the bridge.

In plan, the bridge, including the slightly curved entrance fenders forms a parallelogram that is 90 feet on a side and 25 feet wide. The arch is approximately 38 feet wide measured from the inside edge of each pilaster and springs from a flat section eight feet high at each side of the arch. The concrete bridge arch has rebars on both sides and the two side walls are connected by one inch steel rods imbedded in concrete.

The section at the handrail shows the top of handrail is 4.5 feet above the top of the 8 inch thick shell at the crown. The cast in place concrete shell is filled with dirt and topped with a concrete paving. The east and west elevations have some detailing that includes raised pilasters and rectangles articulated with reveals along the top four feet. Sections in the drawings show that typical piers side walls are battered and the feet of the arches that sit on the floor of the creek are seven feet wide. The bridge shows little wear except for serious stream erosion under the two piers.

Major Bibliographic References:

Holstine, Craig and Richard Hobbs

2005 Spanning Washington, Historic Highway Bridges of the Evergreen. Washington State University Press, Pullman.

Luten, Daniel B.

1898-1924 Daniel B. Luten Papers. Purdue University Archives and Special Collections. Purdue University, West Lafayette.

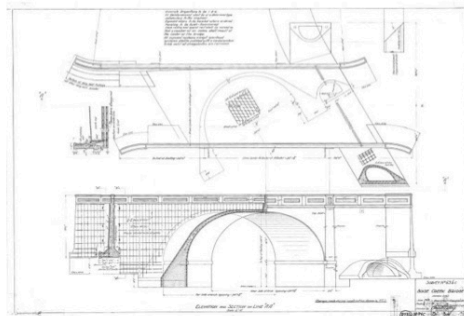
Poppleton, Louise Ross

1995 There is Only One Enumclaw. Self Published, Enumclaw.

Photos



Piers with scouring.
 Photograph by CRC.
 2015



Plans by Daniel Luten.
 1915



Map of Boise and Enumclaw.
 Courtesy of Enumclaw Plateau Historical Society.
 1925



Southwest Fender
 Photograph by CRC.
 2015



Historic Inventory Report

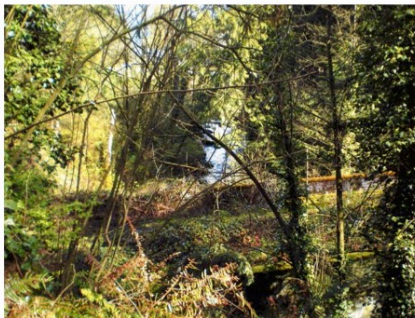


Southeast Elevation.
Photograph by CRC.
2015



Proposed extension to Enumclaw.

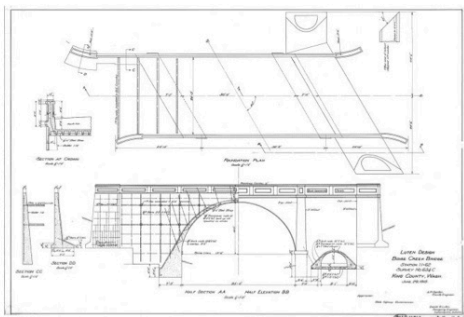
2015



Boise Creek Bridge
2011



Boise Creek Bridge.
Photograph by CRC.
2015



Reinforcing Drawing 1915.

Monday, January 04, 2016

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Attachment D. Buckley Bridge Archaeological Site Form.



STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian No.: 45KI01263

*County: King/Pierce

*Date: December 18, 2015 *Compiler: S. Kassa Human Remains? ☐ DAHP Case No.:

"Archaeological sites are exempt from public disclosure per RCW 42.56.300"

SITE DESIGNATION

Site Name: Buckley Bridge

Field/ Temporary ID: SR 410 Historic Bridge

*Site Type(s) (Refer to the DAHP Survey and Inventory Guidelines Page 19): Historic Bridges

SITE LOCATION

*USGS Quad Map Name(s): Buckley, WA (1997)

*Legal Description: T 20N R E/W: 06E Section(s): 34 & 35

Quarter Section(s):

*UTM: Zone 10 Easting 0574328 Northing 5225008

Latitude: Longitude: Elevation (ft/m): 628

Other Maps: Type:

Scale: Source:

Drainage, Major: White River Drainage, Minor: Boise Creek River Mile:

Aspect: Variable Slope: Variable

*Location Description (General to Specific): The historic Buckley Bridge piers and footings are located in Pierce and King County, Washington between the towns of Buckley and Enumclaw. The piers are located on the northern and southern boundaries of the White River upstream of Boise Creek and within the alignment of the Foothills Trail.

*Directions (For Relocation Purposes): Take SR 410 West to Tacoma from Enumclaw. Turn left on SE Mud Mountain Road. Travel approximately 0.10 miles on SE Mud Mountain Road. After passing over Boise Creek, Turn left (south) off of SE Mud Mountain Road. Currently, a 0.10 mile unpaved trail paralleling Boise Creek leads to the northern pier and footings. To visit the southern piers, take SR 410 West to Tacoma from Enumclaw. Cross over the White River into Buckley. Take a left on Park Ave. Take a right on N River Ave. Follow N River Ave until

*Mandatory Information for Official Smithsonian Number designation.

Revised 2/2015

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: _____

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it intersects with the Foothills Trail. Park. Follow the Foothills Trail approximately 0.20 miles to its intersection with the White River. The piers are present on the southern boundary of the river.

SITE DESCRIPTION

***Narrative Description (Overall Site Observations):** This site consists of three piers, constructed from concrete block, on either side of the White River between Enumclaw and Buckley, and concrete footings, some of which appeared in their original subsurface locations. Two piers are located on the south or Pierce County side and one pier is located on the north or King County side. The concrete footings were only observed on the north bank. The piers appeared generally intact, but were overgrown and painted with graffiti. Rubble from the destruction of the old bridge and buried concrete terracing was observed surrounding the piers. The land surrounding the two riverside piers had eroded from high, fast moving water.

***Site Dimensions (Overall Site Dimensions):**

***Length:** 200 meters ***Direction:** N - S x ***Width:** 5 meters ***Direction:** E - W

***Method of Horizontal Measurement:** Measuring Tape

***Depth:** Unknown *** Method of Vertical Measurement:** Measuring Tape

***Vegetation (On Site):** Wetland species / Himalayan blackberry

Local:

Regional:

Landforms (On Site): Floodplain / Wetland

Local: River Valley

Water Resources (Type): River/Creek **Distance:** Between 0 – 50 feet **Permanence:** Permanent

CULTURAL MATERIALS AND FEATURES

***Narrative Description (Specific Inventory Details):** This site consists of three piers, constructed from concrete block, ca. 1914 for the historic Buckley Bridge that spanned the White River between Enumclaw and Buckley, Washington. This bridge was a component of the historic alignment of SR 410 prior to the alignment change in the mid-1900s, at which time the bridge was demolished, to that of the current location of SR 410. The name that appears on the bridge plans ca. 1914 is C. W. Raynor, a contracting engineer from Portland, Oregon. These piers appeared in generally good structural condition, but were over grown and painted with graffiti, and surrounded by riprap. The piers vary in dimensions according to the attached bridge plans and taper from the base to the top.

***Mandatory Information for Official Smithsonian Number designation.**

Revised 2/2015

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: _____

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The UTM coordinates (WGS84) and dimensions for the three pillars from north to south are:

Pier 1 or North Pier: Z 10, 0574348 E, 5225070 N, 33 feet long and 6 feet 6 inches wide at the base, 29 feet high, and 4 feet wide at the top

Pier 2 or Center Pier: Z 10, 574326 E, 5225011 N, 33 feet long and 6 feet 8 inches wide at the base, 28 feet 6 inches high, and 6 feet 6 inches wide at the top

Pier 3 or Southern Pier: Z 10, 0574310 E, 5224969 N, 33 feet long and 6 feet 6 inches wide at the base, 28 feet 6 inches high, and 4 feet wide at the top

On the north bank of the White River, concrete footings were found both subsurface and excavated from their original subsurface locations on the ground surface. The footings were found between Pier 1 and SE Mud Mountain Road. According to the Buckley Bridge plans ca. 1914 these footing measure 2 feet 9 inches at the base, tapering to 1 foot 3 inches at the top, and are 3 feet in height

***Method of Collection:** N/A.

***Location of Artifacts** (*Temporary/Permanent*): N/A.

SITE AGE

***Component:** Historic ***Dates** (*Overall Site Age Approximation*): Historic (early 1900s; ca. 1914)

***Dating Method:** Original bridge plans (attached) **Phase:**

Basis for Phase Designation:

(Only those historic sites that meet the minimum National Register (36CFR60) age threshold (50 years of age or older) will be retained as historic archaeological records and assigned Smithsonian Trinomials by DAHP.)

****Mandatory Information for Official Smithsonian Number designation.***

Revised 2/2015

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: _____

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SITE RECORDERS**Observed by:** S. Kassa**Address:*****Date Recorded:** 12/16/15***Recorded by** (*Professional Archaeologist*): S. Kassa***Organization:** Cultural Resource Consultants, Inc. ***Organization Phone Number:** 206-855-9020***Organization Address:** Cultural Resource Consultants, Inc.***Organization E-mail:** sonja@crcwa.com**Date Revisited:****Revisited By:****SITE HISTORY*****Previous Archaeological Work** (*Specify the previous archaeological work done at this location. / If none, please put N/A here.*): N/A.**LAND OWNERSHIP*****Owner:** Puget Sound Energy***Address:** None designated.***Tax Lot/ Parcel No:** 342006 - 9026**RESEARCH REFERENCES*****Items/Documents Used In Research** (*Specify the documents used in research/ If no research was conducted, please put N/A here.*): See attached Buckley Bridge plans.***Mandatory Information for Official Smithsonian Number designation.**

Revised 2/2015

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: _____

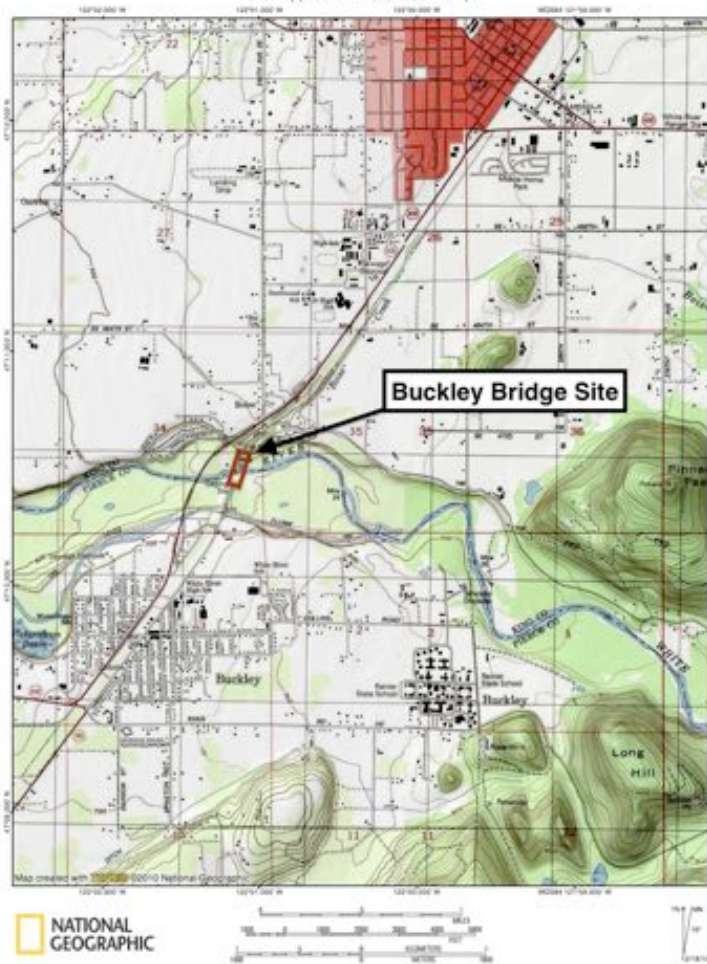
Page 5 of 19

USGS MAP

*Quad Name(s): Buckley, WA (1997)

*Series: 7.5'

*Date(s): 1997



*Legend: Known Boundary Symbolology: Red Polygon
Possible Boundary Symbolology:

*Mandatory Information for Official Smithsonian Number designation.

Revised 2/2015

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: _____

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Other Symbols (Other Than USGS):

***Scale:** See map.

***North Arrow (Magnetic/True North):** True

SKETCH MAP

***Sketch Map Description:** Google Earth (2015) annotated with Pier locations.



***Legend:** **Known Boundary Symbolology:** Pier locations.

Possible Boundary Symbolology:

Other Symbols (Other Than USGS):

***Scale:** See map.

***North Arrow (Magnetic/True North):** True.

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ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: _____

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PHOTOGRAPH(S)

***Photograph Description(s)** *(Include a representative sample of inventoried archaeological material and features, site location overviews, etc):*

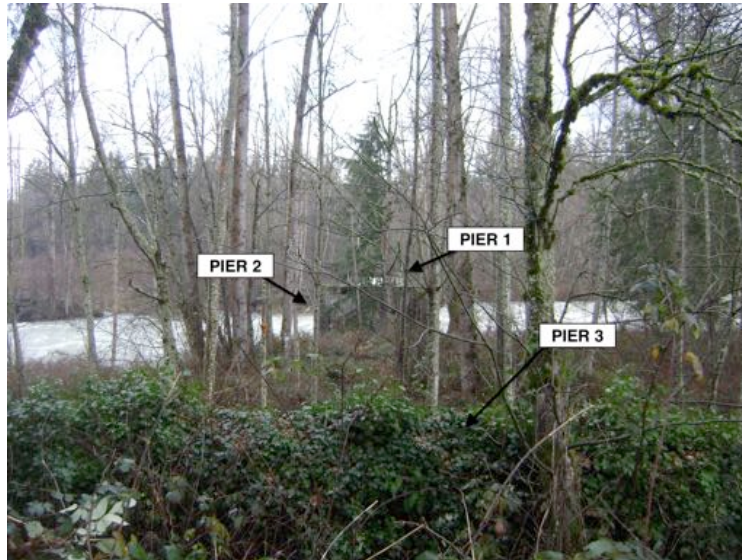


Figure 1. Overview of the three bridge piers from the current terminus of the Foothills Trail on the south bank of the White River in Pierce County, view is to the north.

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Figure 2. View of the southern face of Pier 1 located on the north bank of the White River in King County, view is to the east.



Figure 3. View of the northern face of Pier 1 located on the north bank of the White River in King County, view is to the south.

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Figure 4. View of the northern face of Pier 2 located on the south bank of the White River in Pierce County, view is to the south.



Figure 5. View of the southern face of Pier 2 located on the south bank of the White River in Pierce County, view is to the northwest.

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Figure 6. View of the northern face of Pier 3 located on the south bank of the White River in Pierce County, view is to the east. The southern face abuts fill from the old highway.



Figure 7. Subsurface concrete footing presumable in its original location.

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Figure 8. Removed concrete footings.

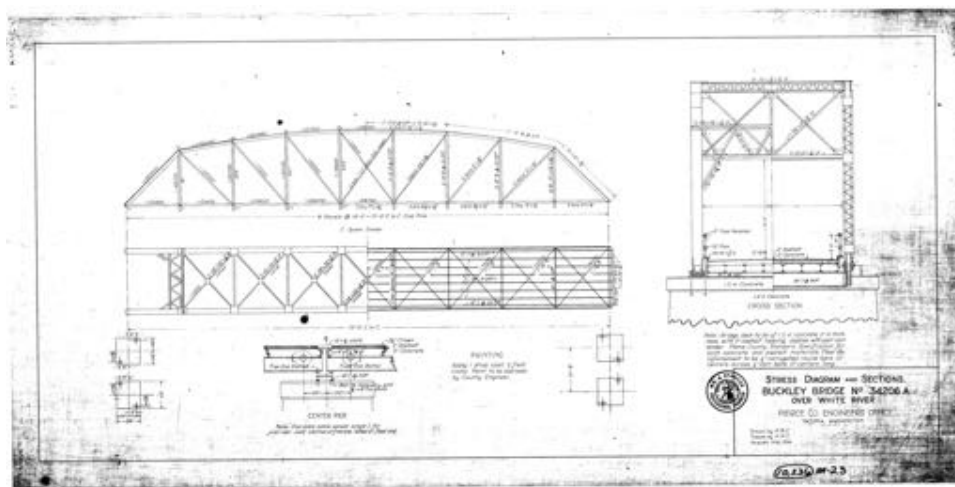


Figure 9. Buckley Bridge Plans ca. 1914, Sheet 1.

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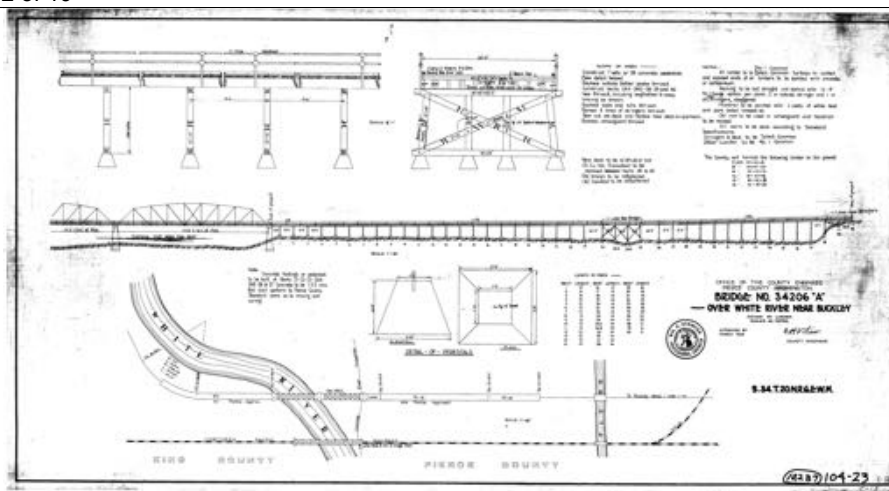


Figure 10. Buckley Bridge Plans ca. 1914, Sheet 2.

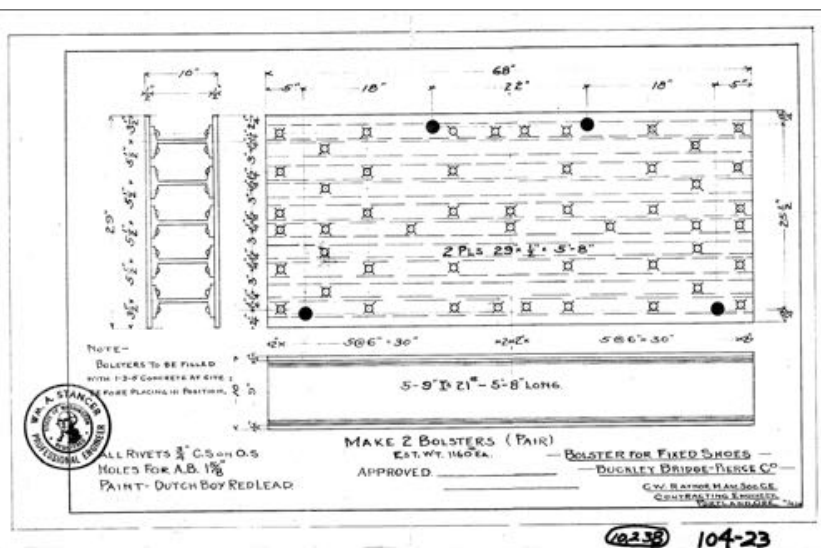


Figure 11. Buckley Bridge Plans ca. 1914, Sheet 3.

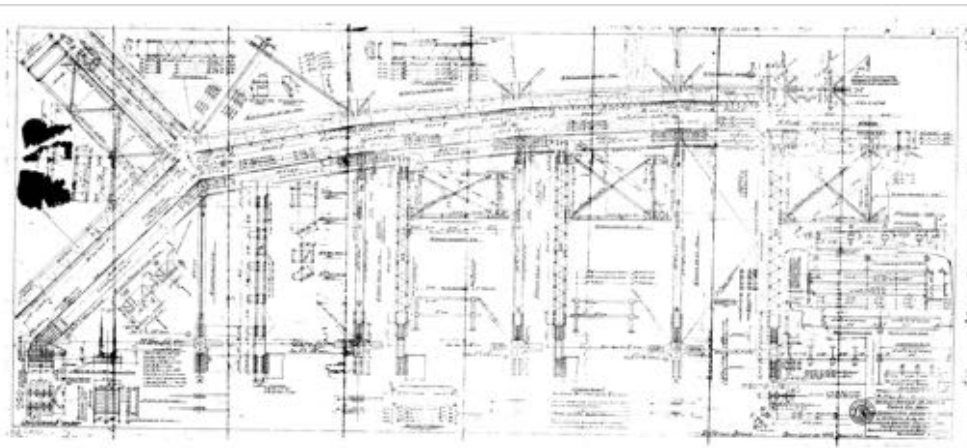


Figure 12. Buckley Bridge Plans ca. 1914, Sheet 4.

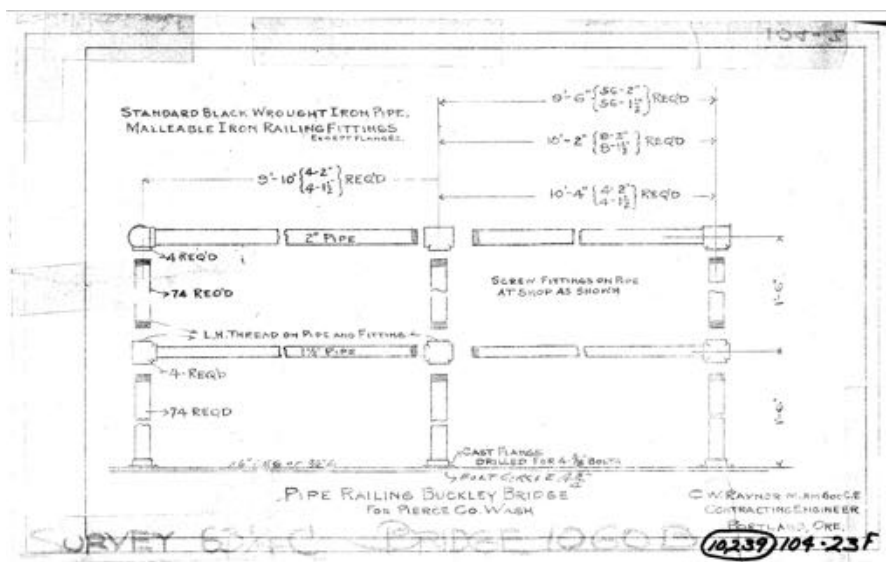


Figure 13. Buckley Bridge Plans ca. 1914, Sheet 5.

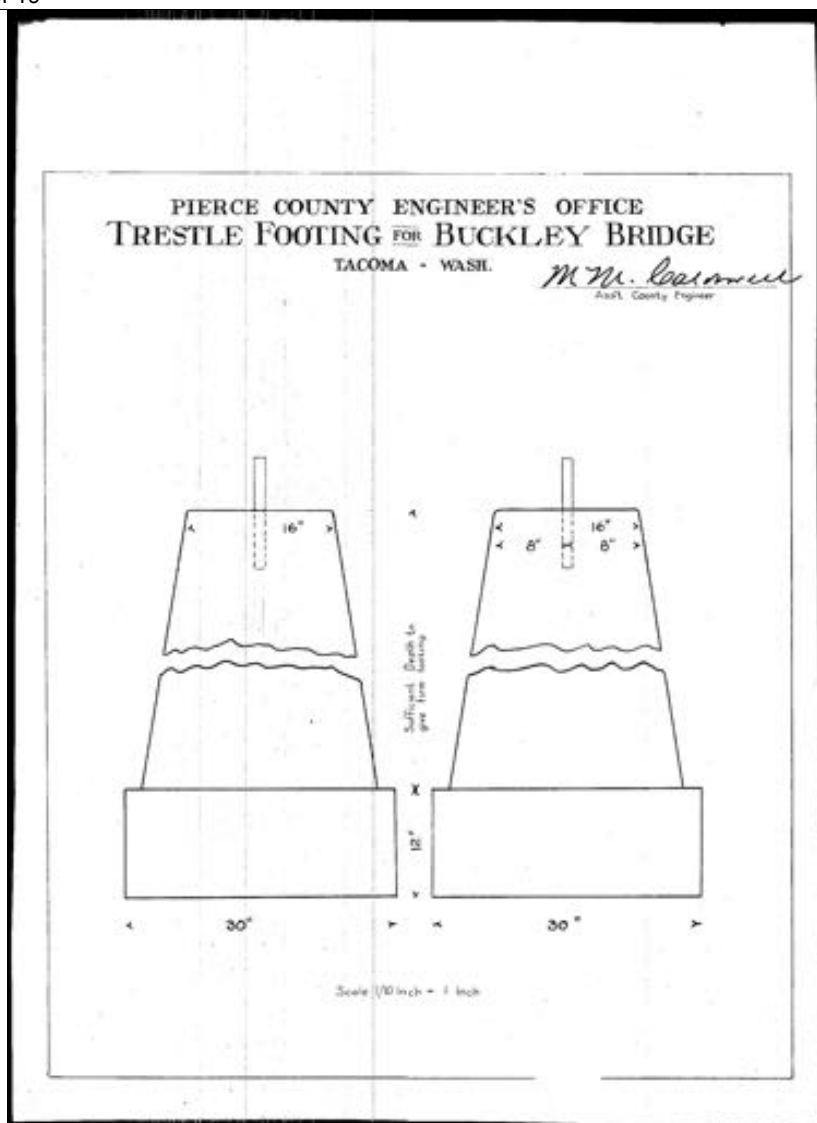


Figure 14. Buckley Bridge Plans ca. 1914, Sheet 6.

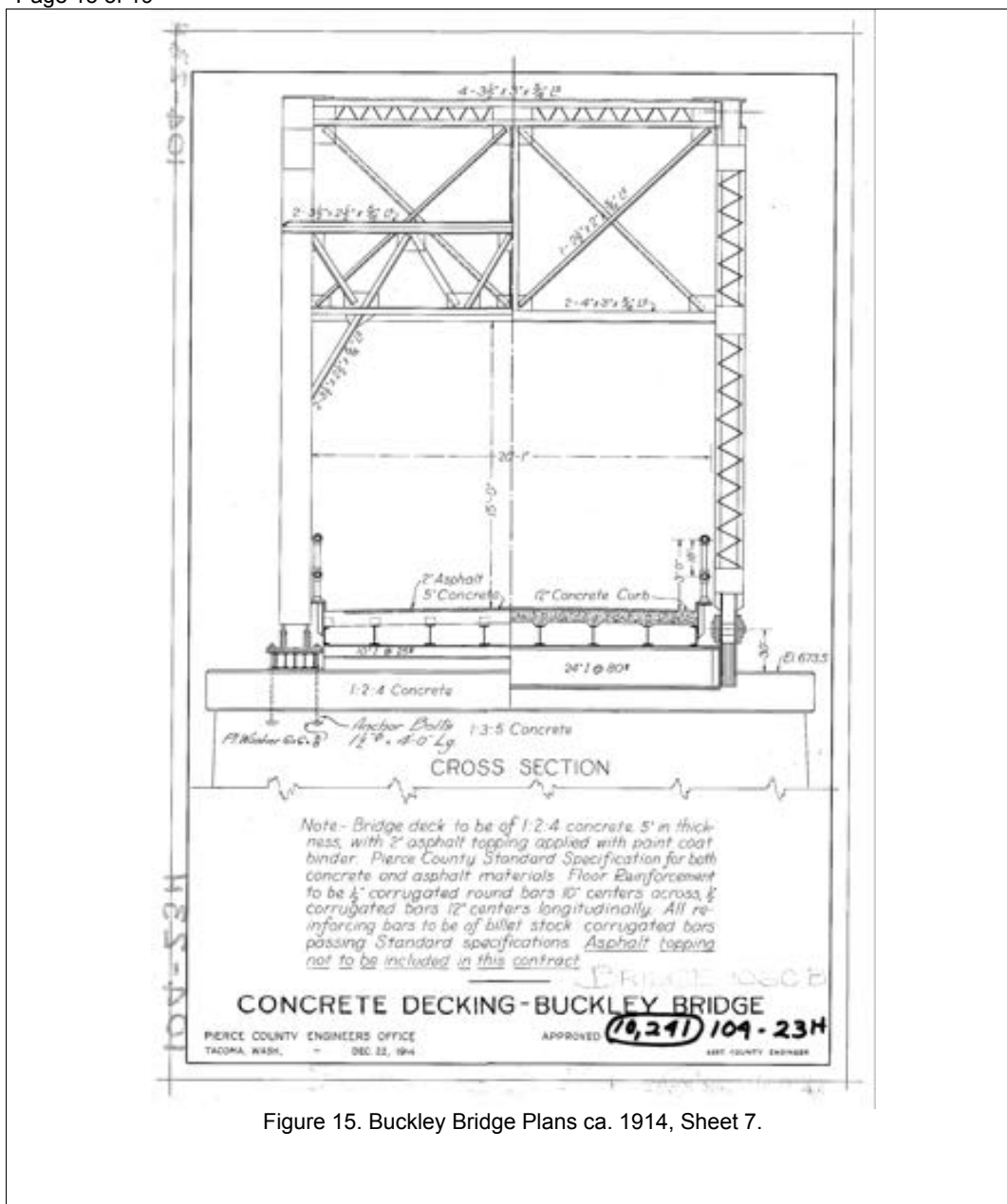


Figure 15. Buckley Bridge Plans ca. 1914, Sheet 7.

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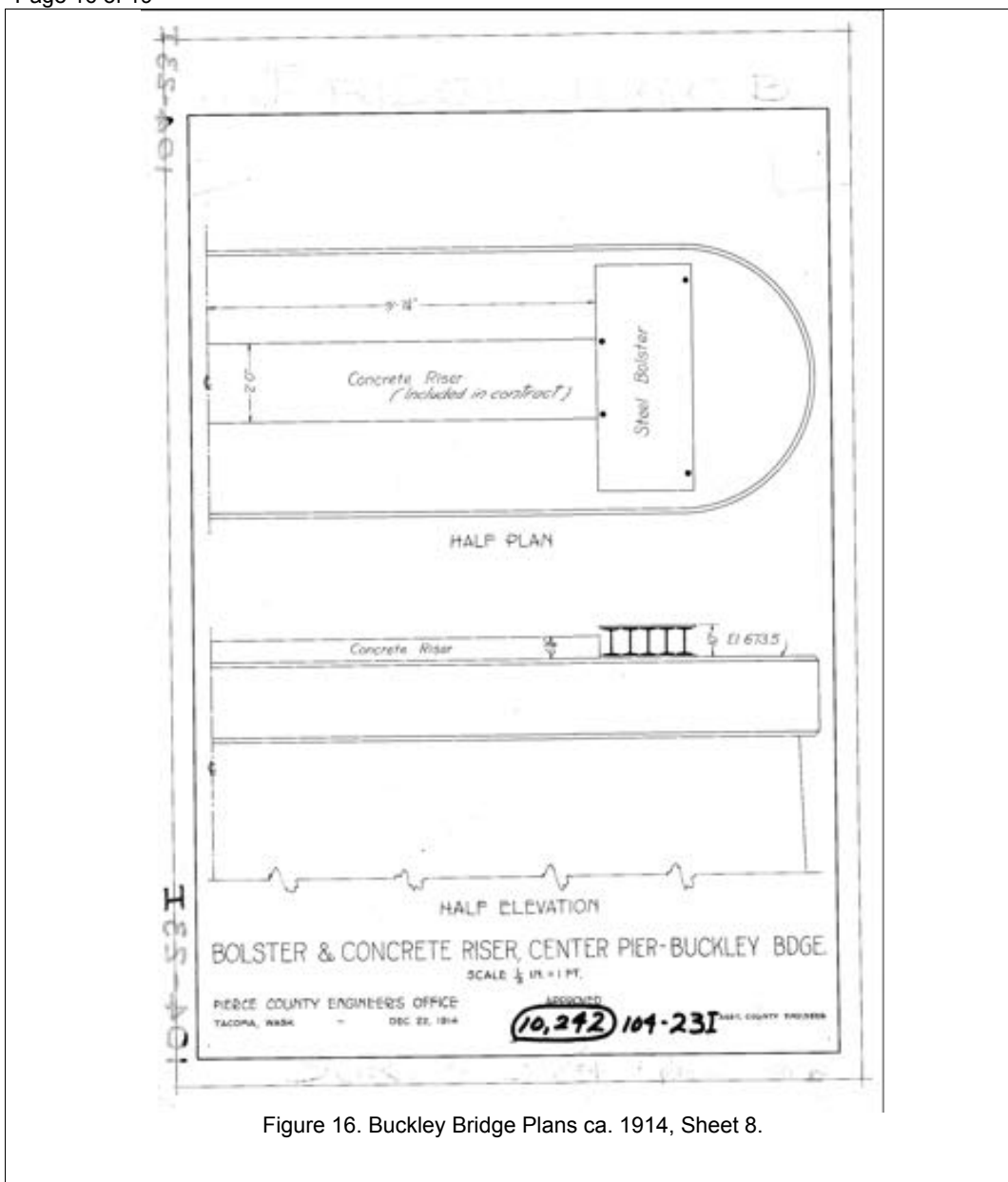


Figure 16. Buckley Bridge Plans ca. 1914, Sheet 8.

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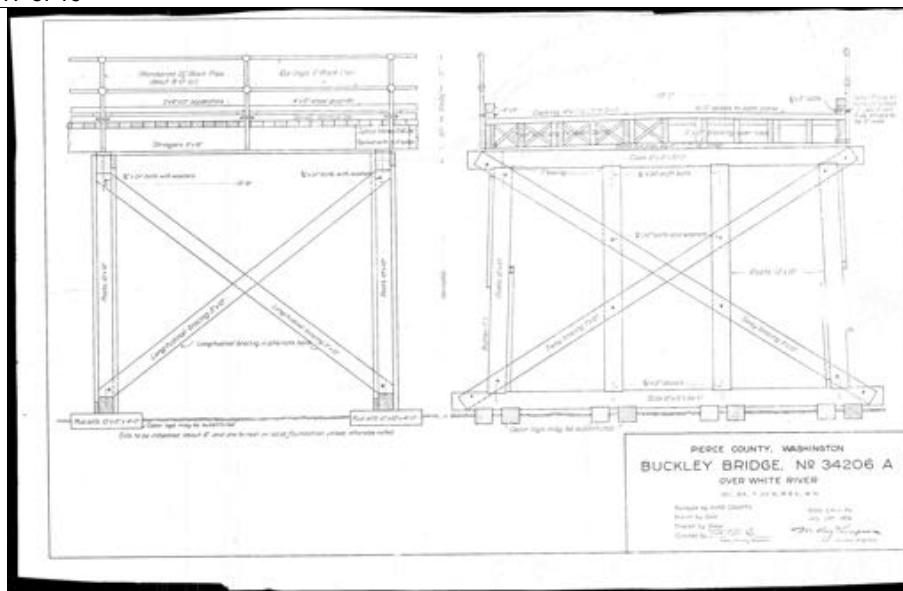


Figure 17. Buckley Bridge Plans ca. 1914, Sheet 9.

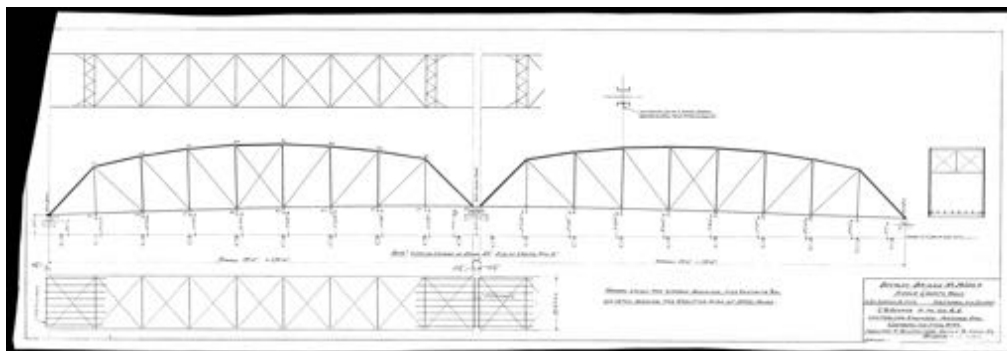


Figure 18. Buckley Bridge Plans ca. 1914, Sheet 10.

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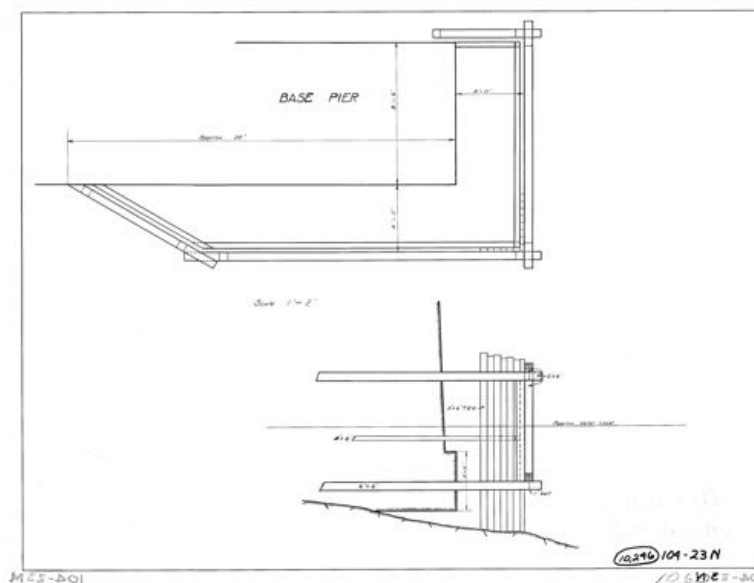


Figure 19. Buckley Bridge Plans ca. 1914, Sheet 11.

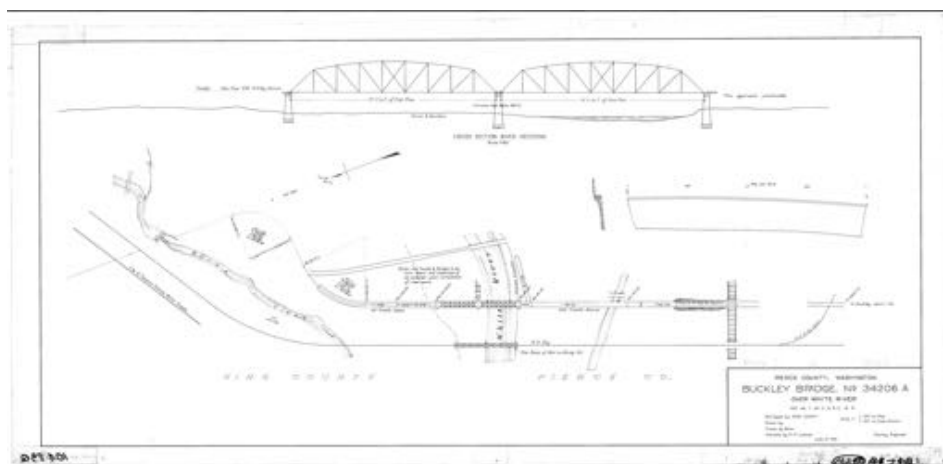


Figure 20. Buckley Bridge Plans ca. 1914, Sheet 12.

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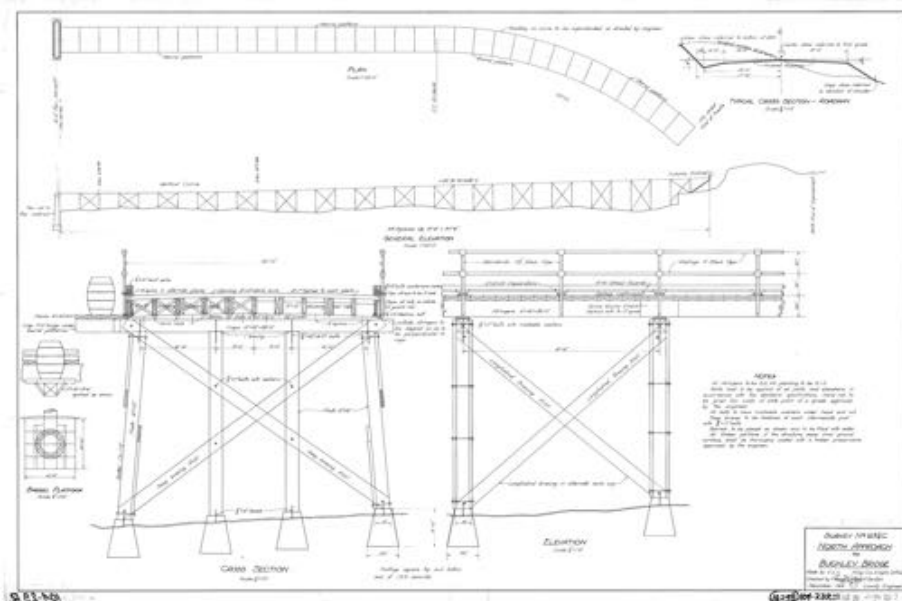


Figure 21. Buckley Bridge Plans ca. 1914, Sheet 13.

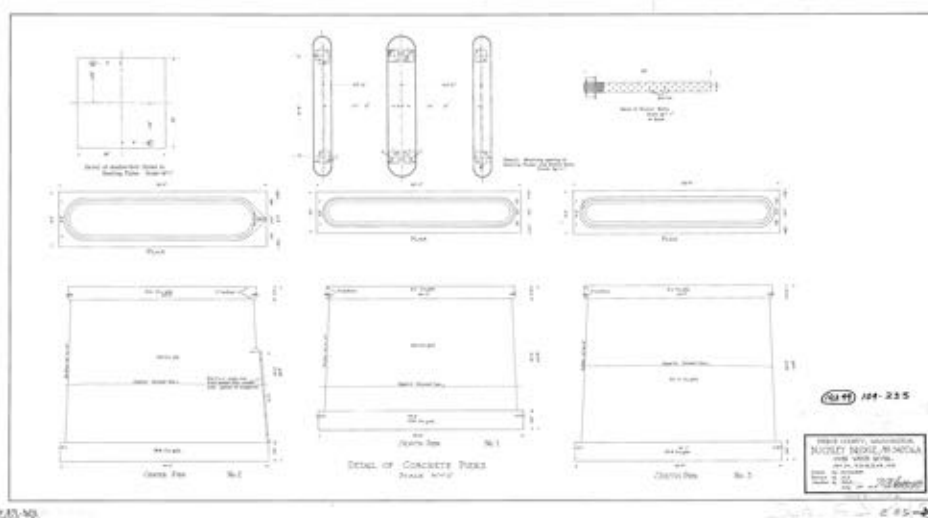


Figure 22. Buckley Bridge Plans ca. 1914, Sheet 14.

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Attachment E. Inadvertent Discovery Protocol

Protocols for Discovery of Archaeological Resources

In the event that archaeological resources are encountered during project implementation, the following actions will be taken:

In work areas, all ground disturbing activity at the location will stop, and the work supervisor will be notified immediately. The work site will be secured from any additional impacts and the supervisor will be informed.

The project proponent will immediately contact the agencies with jurisdiction over the lands where the discovery is located, if appropriate. The appropriate agency archaeologist or the proponent's contracting archaeologist will determine the size of the work stoppage zone or discovery location in order to sufficiently protect the resource until further decisions can be made regarding the work site.

The project proponent will consult with DAHP regarding the evaluation of the discovery and the appropriate protection measures, if applicable. Once the consultation has been completed, and if the site is determined to be NRHP-eligible, the project proponent will request written concurrence from the agency or tribe(s) that the protection and mitigation measures have been fulfilled. Upon notification of concurrence from the appropriate parties, the project proponent will proceed with the project.

Within six months after completion of the above steps, the project proponent will prepare a final written report of the discovery. The report will include a description of the contents of the discovery, a summary of consultation, and a description of the treatment or mitigation measures.

Protocols for Discovery of Human Remains

If human remains are found within the project area, the project proponent, its contractors or permit-holders, the following actions will be taken, consistent with Washington State RCWs 68.50.645, 27.44.055, and 68.60.055:

If ground-disturbing activities encounter human skeletal remains during the course of construction then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance. The project proponent will prepare a plan for securing and protecting exposed human remains and retain consultants to perform these services. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to DAHP, which will then take jurisdiction over the remains. DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any

appropriate cemeteries and the affected tribes. DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

Lead Representative and Primary Contact

Muckleshoot Indian Tribe

39015 172nd Ave SE

Auburn, WA 98092

Primary Contact: Laura Murphy, Archaeologist/Cultural Resources, 253-876-3272

Washington Department of Archaeology and Historic Preservation

PO Box 48343

Olympia, WA 98504-8343

Lead Representative: Allyson Brooks, State Historic Preservation Officer, 360-586-3066

Primary Contact: Rob Whitlam, State Archaeologist, 360-586-3080

Primary Contact for Human Remains: Guy Tasa, State Physical Anthropologist, 360-586-3534

King County Sheriff's Office

516 3rd Ave W-150

Seattle, WA 98104

Lead Representative: John Urquhart, Sheriff, 206-296-4155

King County Medical Examiner's Office

908 Jefferson Street

Seattle, WA 98104

Lead Representative: Richard Harruff, Medical Officer, 206-731-3232